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GENERAL PLAN

City of St. Helena, California



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GENERAL PLAN ELEMENTS

ADOPTED BY CITY COUNCIL

- | | |
|--------------------|-------------------|
| 1. Conservation | February 11, 1975 |
| 2. Open Space | February 11, 1975 |
| 3. Seismic Safety | February 11, 1975 |
| 4. Noise | February 11, 1975 |
| 5. Safety | February 11, 1975 |
| 6. Scenic Highways | February 11, 1975 |
| 7. Housing | February 11, 1975 |
| 8. Land Use | April 8, 1975 |
| 9. Circulation | April 8, 1975 |

PLANNING COMMISSION

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St. Helena City Council

City planning St. Helena

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DATE	DESCRIPTION
February 11, 1972	Constitution
February 11, 1972	Open Space
February 11, 1972	Biological Survey
February 11, 1972	Water
February 11, 1972	Energy
February 11, 1972	Land Use
February 11, 1972	Transportation
April 6, 1972	
April 6, 1972	

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LAND USE ELEMENT

Section 65302(a) of the Government Code requires cities and counties to include within their General Plans a "Land Use Element,"

"Which designates the proposed general distribution and general location and extent of the uses of the land for housing, business, industry, open space, including agriculture, natural resources, recreation, and enjoyment of scenic beauty, education, public buildings and grounds, solid and liquid waste disposal facilities, and other categories of public and private uses of the land. The land use element shall include a statement of the standards of population density and building intensity recommended for the various districts and other territory covered by the plan which are subject to flooding and shall be reviewed annually with respect to such areas."

The Land Use Element of the St. Helena General Plan is organized under the following headings: (1) Existing Conditions; (2) Land Use Issues; and (3) Land Use Goals and Policies.

EXISTING CONDITIONS

1. In 1970 St. Helena had a population of 3,173, compared to 2,722 in 1960. Population at the end of 1973 was estimated to be 3,450.
2. St. Helena has developed slowly over the years as a service center for the agricultural industry in the Upper Napa Valley. In recent years the wine industry has replaced cattle ranching as the dominant industry in Napa County. In 1973 there were 18,500 acres planted in vineyard, compared with 11,900 acres in

1969 and 10,561 in 1963. This rapid change is causing social and economic pressures in the Upper Valley that have a significant impact on land use.

3. Most of the agricultural land in the unincorporated areas of the Upper Napa Valley is zoned "Agricultural Preserve," and is protected against urban development.

4. The City of St. Helena contains 2,836 acres. Approximately 563 acres are already developed for urban uses. Of the remaining 2,273 acres, 1,888 acres are suitable for urban development.

5. A total of 242 acres are presently developed for housing, 29 acres for business, and 68 acres for industry. Public uses (schools, parks, etc.) account for 58 acres, street right-of-way for 166 acres, and the remaining land, amounting to 2,273 acres, is in agricultural use or is vacant.

6. The pattern of land uses in St. Helena is compact, and there are few conflicts in the use of land. Business has built up along Highway 29, and residential areas have developed over the years in areas served by utilities. Some more scattered residential development has occurred in recent years along outlying roads and lanes. Industrial development is largely limited to three major wineries, located at the extreme north and south ends of the city.

7. The general appearance of the city is usually neat and orderly. The wooded hillsides and the vineyards on the Valley

1957 and 1958. This rapid change is causing considerable problems in the Valley. There have been a significant impact on the land.

3. Much of the agricultural land in the valley has been converted to other uses. This is due to the fact that the valley is now a major center for the production of food and other goods. The valley is now a major center for the production of food and other goods.

4. The city of St. Helena is now a major center for the production of food and other goods. The valley is now a major center for the production of food and other goods.

5. The city of St. Helena is now a major center for the production of food and other goods. The valley is now a major center for the production of food and other goods.

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9. The city of St. Helena is now a major center for the production of food and other goods. The valley is now a major center for the production of food and other goods.

10. The city of St. Helena is now a major center for the production of food and other goods. The valley is now a major center for the production of food and other goods.

floor give St. Helena its distinctive scenic setting.

LAND USE ISSUES

1. Rate of growth is the principal land use issue facing St. Helena. An attractive living environment and recent changes in the economy of the Upper Valley present the prospect of rapid growth. An advisory vote of St. Helena citizens in the summer of 1973 indicated that a majority of those voting favor a deliberate policy of slow growth to retain the fragile charm and beauty of the City since any single project which is large enough and not done with care could ruin what has taken well over a century to create. This policy is reflected in specific policies and standards of the General Plan and City ordinances and resolutions dealing with the use and development of land.
2. The provision of public services and facilities is a related issue. Present city water and sewer facilities need to be upgraded. Due to the failure of recent bond issues, their extension to new areas of the city is beyond the city's resources unless their cost is paid for by the developers of the land.
3. Large areas of the city are presently in vineyard. Conflicts are already occurring as more and more near-in land is subdivided for homesites. Spraying and other agricultural practices are impeded as more and more homes are built. Such conflicts are increased when new housing development is scattered.

1. Rate of growth in the population and the land use.

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growth. An increase in the population and the land use.

of 1972 indicated that a number of the districts in the

policy of the growth in the population and the land use.

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growth. This policy is to be followed in the future.

4. There is a growing demand for multifamily dwellings, town-house-type dwellings and mobile homes. Many owners of single-family detached dwellings believe residential values will be lowered when other types of dwelling units are located nearby. Experience in other communities suggests that diverse types of dwelling units can be arranged in compatible groupings when they are part of a "planned unit."

5. The sanitary sewer system is undersized and will not accommodate new hookups on the west side of the city. Developers are seeking land accessible to the new larger capacity sewers east of the highway. The resulting pressures for development and pressures resulting from new extensions of urban services, may cause urban encroachment in areas of the city designated in the General Plan for continuing agricultural use.

4. There is a growing demand for suitably designed, room-
house-type buildings and modern houses. Many owners of single-
family detached buildings believe residential values will be
lowered when other types of building units are located nearby.
Experience in other communities suggests that diverse types
of building units can be integrated in a desirable manner when
they are part of a "planned unit."

5. The existing zoning system is antiquated and will not accom-
modate new buildings on the west side of the city. Therefore the
existing laws are amended to the new design, height, area and
of the lot. The resulting ordinance for development and
changes resulting from new construction of other structures, and
cases with amendments in some of the city designed in the
General Plan for continuing development.

LAND USE GOALS AND POLICIES

Specific goals and policies are described under the following headings:

1. Agriculture
2. Urban Reserve
3. Lower-density Housing
4. Higher-density Housing
5. Neighborhood Business
6. Roadside Business
7. Central Business
8. Industry
9. Schools and Parks
10. Utilities

The distribution of land uses is indicated in the General Plan Map.

Agriculture

Goals:

1. To protect prime vineyard from unnecessary urban encroachment.
2. To provide suitable locations for wineries and other agriculture-related industry.

Large areas of the city are shown in the plan map as remaining in agricultural use or are undeveloped hillsides. These are mainly large holdings presently planted in vineyard.

These are the only buildings and grounds under the following

descriptions:

1. Agricultural
2. Urban
3. Town-ship
4. Light-ship
5. Light-ship
6. Light-ship
7. Light-ship
8. Light-ship
9. Light-ship
10. Light-ship

The distribution of land use is indicated in the General Plan.

Map.

General

General

1. To protect public health and safety from environmental

2. To provide adequate housing for working and other

community-related industry.

Large areas of the city are shown in the plan map as

in agricultural use or are undeveloped hillsides. These are

mainly large holdings presently planted in vineyards.

Wineries and related uses are permitted, and should be subject to review of their location and design by the Planning Commission.

Single-family dwellings are permitted in agricultural districts when the lot has an area of at least 40,000 square feet.

URBAN RESERVE

Goals:

1. To provide for orderly and timely urban growth.
2. To protect near-in agricultural land from unnecessary urban expansion.

Large areas of the city are shown in the plan map as " Urban Reserve." Lands under this designation are generally large parcels and are expected to remain in agricultural uses for many years. Urban development in these areas will be considered after other urban sections of St. Helena are built-up or largely so, and additional land is needed in the Upper Valley for urban purposes.

The ultimate use (Residential, Commercial, or Industrial) of any specific Urban Reserve lands will depend upon many factors including: Compatability with existing or proposed surrounding uses, existing natural features, existing or planned manmade features, the availability of services, demand for the proposed uses and the availability of other suitable areas.

...and should be subject
to review of their functions and design by the Planning Commission.

...and should be subject
to review of their functions and design by the Planning Commission.

Other matters

Other matters

1. The question of whether or not to build a new bridge.
2. The question of whether or not to build a new bridge.

...and should be subject
to review of their functions and design by the Planning Commission.

...and should be subject
to review of their functions and design by the Planning Commission.

Both locational suitability and timing must be considered when making changes to the Urban Reserve Boundaries. As a general rule "hop scotch" or "leap frog" and small (less than one acre) parcel by parcel Urban Reserve changes will not be undertaken.

Proposed changes in the Urban Reserve boundaries will be reviewed in logical groupings. Logical groupings could be one parcel or on block or some other land area delineated by manmade or natural features as to make a logical grouping.

Zoning in areas designed as urban reserve will be the same as in areas designated for agriculture.

LOWER-DENSITY HOUSING

Goal:

To provide a compatible mix of housing types with an overall density of six dwelling units per net acre.

that investment activities are being made in the
when making changes in the form of investment in a general
into "the market" as "long term" and will also be made
period of several years before changes will be significant.

Various changes in the form of investment will be required
in various industries. Various industries will be required to
be placed in some other form of investment or perhaps
be placed in some other form of investment.

There is some danger as well as some hope in the fact that
some changes are being made.

THE FUTURE

There

To provide a description of the future of the world with
many of the leading nations and the world.

Large areas west of State Highway 29 are shown in the Plan Map for "lower-density housing." These areas are either built-up in single-family housing or are open fields, mostly planted in vineyards.

Densities planned for these areas will range between one and six dwelling units per acre and minimum lot size to be 7000 square feet for single-family dwellings and up to twelve dwellings per acre for multifamily dwellings.

"Planned unit development" is encouraged. The city zoning ordinance established a review procedure and design standards that will permit greater flexibility in the design of larger parcels (3 acres or more) that are planned and developed as a single unit.

In general the Planning Commission will approve multifamily dwellings in areas planned for lower-density housing only when they are accessible directly from an arterial or collector street, and when their location and design is compatible with the neighborhood.

Typically, multifamily dwellings will not be permitted in an existing partly built-up area where the "single-family" character of the neighborhood is already established.

The administration of the zoning and subdivision regulations will assure ample yards and public open space to assure a

large amount of time spent in the field
the "house-holding" group. These are the other
in single-family housing or are even better, mostly planned in
the field.

Planned for these areas will range between one and two
million units per year and within that is an 800,000
unit for single family housing and up to two million for
multi-family housing.

"Planned multi-family housing" is a separate. The other being
multi-family housing a certain percentage of which is multi-
family housing created for the purpose of housing
people. It is not as much as planned and housing in a
single unit.

In general the housing program will operate in a
manner in which planned for multi-family housing will be
the same as planned for single-family housing. The
same and similar to the same as planned in the field
planned, and when these housing and housing is a certain
the neighborhood.

Planned, multi-family housing will not be planned in an
existing multi-family housing area. The "single-family"
housing of the neighborhood is already established.

The housing program of the housing and multi-family housing
will be the same as the single-family housing in the field.

liveable environment as these neighborhoods become fully built-up.

Higher-density Housing

Goal: To provide a compatible mix of housing types with an overall density of ten dwelling units per net acre.

Close-in areas on both sides of State Highway 29 are designated in the Plan Map for "higher-density housing".

Densities will range between four and six dwelling units per net acre for single-family dwellings and up to sixteen dwelling units per net acre for multifamily dwellings.

These areas have good access to shopping, schools, and other community facilities. Most of the multiple dwellings in St. Helena are already located in these areas, mixed with single-family homes. This pattern will continue.

As in areas designated for "lower-density housing," planned unit development is encouraged. The city will benefit if larger parcels or tracts of land are planned and developed as a unit.

The Planning Commission will favor planned unit developments that provide generous amounts of open space, covered parking, the separation of pedestrian and vehicle traffic, and on larger tracts, a variety of housing types: single-family, duplex, and

multifamily dwellings, in one and two-story structures.

Neighborhood Business

Goal: To provide small neighborhood business centers in convenient locations as more and more homes are built further from the existing business locations along Highway 29.

The General Plan will allow the development of small "convenience centers," limited in size and in locations that do not create conflicts with existing or planned residential development.

Their location is not shown on the General Plan map. Suitable sites will have direct access to an arterial or collector street and will provide adequate off-street parking. Zoning regulations will establish standards for design that will help to protect residential values in the immediate neighborhood.

Roadside Business

Goal:

1. To provide locations for businesses that require a highway location for visibility, access, and parking or for larger sites than are available in the central business district.
2. To improve roadside appearance.
3. To reduce traffic hazards along the highway.

aggressively designed, in one and the same manner.

Religious Freedom

First, to provide the religious freedom necessary to the
various religions as well as those who have been denied that
the religious freedom which they enjoy in
The Council will also be responsible for the
religion, limited in this and in other ways to the
conflict with religion in general, especially in the
United States and also in the United Kingdom.
The Council will also be responsible for the
and will provide the necessary support for the
will establish standards for the religion and for the
responsible to the Council.

Religious Freedom

First,

1. To provide the religious freedom necessary to the
religion for the religious, and for the religion
then are available in the central business district.
2. To provide the religious freedom necessary to the
religion for the religious, and for the religion
3. To provide the religious freedom necessary to the
religion for the religious, and for the religion

The General Plan map shows locations along the east and west-side of Highway 29 south of the central business district for "roadside business."

About half of this area is presently built-up. Much of it has a cluttered appearance and the uncontrolled access to individual properties is a traffic hazard.

Future roadside development will be subject to design standards in the city zoning and subdivision regulations.

Properties will be developed with ample building setbacks to allow for landscaping. Signs will not project above the building they identify. Moving or flashing signs are prohibited. "Quiet" signs are encouraged. Where feasible, business properties along the highway will be served by a frontage road in order to reduce traffic hazards.

Central Business District

Goals:

1. To provide a compact grouping of compatible retail, office, and service businesses in a central location.
2. To reduce conflicts between vehicles and pedestrians.
3. To improve access and parking.

The Council has also been informed that the road and water
side of Highway 10 south of the current business district for
"business purposes."

It is noted that this area is presently built up, that it is
a planned expansion and the unincorporated areas in the district
connected to a traffic route.

These proposed changes will be subject to the approval of the
in the city council and the relevant regulatory.

Proposals will be developed with regard to the following matters in
order for the planning. First, it will be to review the existing
city limits, taking into account the city and the "light"
area and surrounding. These factors, future proposals along
the highway will be subject to a study to be done to review
traffic issues.

Local Business District

Order

1. To provide a general overview of the city limits, taking
into account the business in a general location.
2. To review the city limits and the surrounding area.
3. To review the city limits and the surrounding area.

4. To enhance downtown appearance.

The General Plan recognizes the existing concentration of "downtown business" centering on State Highway 29.

The diagram below indicates a schematic plan for the improvement of access and parking and suggests areas suitable for future expansion east of Railroad Avenue.

No expansion of the central business district is planned west of Oak Street or north of the properties bordering on the north side of Pine Street.

The downtown business district in St. Helena has an attractive character that results from its small scale, the diverse and colorful retail shops, and the number of older stone buildings that remain.

The General Plan recognizes the development of parking areas by individual businesses has maintained the scale and charm of existing commercial areas while satisfying a need for parking. The Plan encourages the continuation of this policy.

The size and location of business and advertising signs in the downtown business district will be controlled by the city's zoning and sign regulations, in the interest of community appearance. As in the case of roadside business, city officials encourage "quiet signs" as opposed to signs that are unnecessarily large and garish.

4. To remove duplicate signs.

The Council also considers the existing concentration of

"business signs" existing on State Highway 12.

The Council also indicates a schematic plan for the layout

of signs and parking and suggests areas suitable for

signage, such as Highway Avenue.

At the time of the Council's meeting, it is planned that

the Council will study the proposed layout on the north

side of the street.

The Council also indicates that in St. Helena there are no existing

signs that would be in the way of the street and

the Council will study, and the number of signs which will be

that will be.

The Council also indicates the development of parking areas by

individual businesses has maintained the safety and choice of

existing commercial areas while satisfying a need for parking.

The Council also indicates the importance of this policy.

The sign and location of business and advertising signs in the

town and business district will be controlled by the city's

signing and sign regulations, in the interest of community

appearance. As in the case of residential business, city officials

strongly "urge" signs, as opposed to signs that are unnecessarily

large and garish.

Industry

Goals:

1. To provide suitable locations for industry, compatible with existing environmental values.
2. To provide employment and add value to the city's tax base.

The General Plan map designates areas south of Mills Lane and east of State Highway 29 for new industrial locations. These areas are flat, free of flooding, have direct access to rail and highway transportation, and are presently undeveloped for urban uses. The Plan map also designates an area west of Main Street and south of Sulphur Creek for industrial use.

The land just east of the central business district, once designated for industry on the city zoning map, is better suited for commercial uses and higher-density housing.

New industry in St. Helena will be subject to zoning and subdivision standards that will result in compatible development patterns such as those typically found in "industrial parks."

Schools and Parks

Goals:

1. To provide school and park sites in locations that are accessible to the areas they serve.

Section

1. To provide suitable locations for industry, especially

with existing and potential use.

2. To provide equipment and all other facilities for

use.

The General Plan and Department of Public Works and

Department of Public Works for the industrial district. These

plans are filed, those of the Department of Public Works to the

and Highway Department, and are presently under review for

approval. The Plan and Department of Public Works are now in the

process and will be filed with the Department of Public Works.

The first part of the industrial district, which

designated the industry on the city zoning map, is being

revised for industrial use and higher density industry.

The industry in the District will be subject to zoning and sub-

division standards that will be in accordance with the

provisions such as those existing in the "Industrial District"

Industry and Zoning

Section

1. To provide suitable and good sites for industry and for

convenience to the area they serve.

2. To relate schools and parks to a system of connecting open spaces.

Present school facilities in St. Helena are adequate to at least 1980. Beyond that, additional classrooms can be built on land already available at the Senior High School and Robert Lewis Stevenson Intermediate School.

The school district owns a vacant 14-acre parcel adjoining the high school and Crane Park. This site is suitable for a future elementary or intermediate school.

No additional school sites are needed in the foreseeable future.

Crane Park, a well developed 14-acre tract adjoining the high school, is the only large park in the city. Lyman Park, adjacent to City Hall, is used mainly by tourists who picnic there.

St. Helena will need additional parks as the city grows. At least two larger parks will be needed, north and west of Spring Street west of the highway and in the vicinity of Hunt Avenue east of the highway as more and more new homes are built.

Suitable locations need to be identified well in advance of the time these areas begin to build up and the land acquired as city resources permit.

3. To relate activities and place in a system of community organization.

Present school facilities in St. Helena are adequate to 1950. Beyond that, additional expansion and building is not already available at the Junior High School and Senior High School.

The school district has a sound program for expanding the high school and Junior High. This also is subject for a future statement on future school.

In addition, school buildings are needed in the community center. From 1950, a well developed program is being developed in the high school. In the next stage, the high school is being expanded to meet the needs of the community.

At present, the school district has no other plans. In 1950, the school district will be needed, and it will be needed in 1950. In 1950, the school district will be needed, and it will be needed in 1950.

Future expansion plans to be identified will be subject to the school district's needs and the local community.

The city will continue its present policy of cooperation with the school district to share the responsibility for playgrounds.

As new areas are subdivided, the city will encourage the development of an "open space system" to provide footpaths and bikeways connecting parks, schools, and shopping areas with residential neighborhoods.

Utilities

Goals:

1. To assure that all new residential subdivisions, and all business and industrial properties are served by the city's water and sanitary sewer systems.
2. To upgrade these systems as necessary to meet public health and safety standards.
3. To assure that the cost of utilities is allocated among all users in a fair and equitable manner.

The city water system has an adequate supply to meet foreseeable growth. The chemical and bacteriological quality of the water is well within public health standards. Turbidity and color, however, are often below normal standards.

The distribution system consists of many 4-inch mains, which are inadequate for fire protection, and many of the mains dead-end, causing low pressures.

The city will continue its present policy of cooperation with the school district to obtain the responsibility for playgrounds. As new areas are subdivided, the city will encourage the developer to set up an "open space system" to include the parks and recreation connecting paths, schools, and shopping areas with existing neighborhoods.

Planning

Goals

1. To ensure that all new residential subdivisions, and all business and industrial properties are zoned by the city's urban and suburban growth plan.
2. To require that all new subdivisions be designed to meet the city's urban and suburban growth plan.
3. To require that the city of Chicago be divided into planning areas for a fair and equitable growth.
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10. To require that the city of Chicago be divided into planning areas for a fair and equitable growth.

The City intends to replace undersized mains and loop existing dead-end lines on a regular schedule as resources permit.

The sanitary sewer system consists of 4-inch and 6-inch laterals except for the newer lines down Hunt and Pope Streets. The older lines are undersized and leaky. Winter flows are as much as five times dry-weather flows as a result of infiltration. Lack of capacity of the older lines causes surcharging, which is both a nuisance and a public health problem.

The City intends to replace existing substandard sanitary sewers on a regular schedule as resources permit.

The sewage treatment plant has adequate capacity in dry weather but exceeds design capacity in wet weather.

The General Plan map shows the need to acquire more land around the plan to allow for the expansion of existing ponds, as the population of the city grows and/or state water pollution standards are raised.

The City Council is required to provide adequate water and sewerage services.

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CIRCULATION ELEMENT

Section 65302(b) of the Government Code requires cities and counties to include within their General Plan a "Circulation Element,"

"consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals and facilities, all correlated with the land use element of the plan,"

The Circulation Element of the St. Helena General Plan is organized under the following headings: (1) Existing Conditions; (2) Community Needs; (3) Policies and Proposals; and (4) Standards.

EXISTING CONDITIONS

1. Regional highway facilities serving St. Helena are State Highway 29 and the Silverado Trail, the two north-south highways through the valley.
2. Other regional transportation facilities are limited to a branch line of the Southern Pacific Railroad, which runs north and south through St. Helena and dead-ends near the north end of the city. The nearest public airport is at Napa; there are small private airfields at Calistoga, south of St. Helena on Whitehall Lane and at Angwin.
3. The system of local streets in St. Helena has been developed piecemeal over the years and depends heavily on Highway 29 for north-south movement.
4. Highway 29 and Silverado Trail are connected by Pope Street, Pratt Avenue, and Deer Park Road. West of Highway 29 the major

Section 100 of the Government Code requires that the State of California shall provide for the care and maintenance of its public lands.

"Conservation of the natural resources and scenic beauty of the State is a public trust, and the State shall protect and preserve the same for the benefit and enjoyment of the people."

The following elements of the State Natural Resources are:

- (1) Biological resources; (2) Geological resources; (3) Cultural resources; (4) Historical resources; (5) Scientific resources; (6) Aesthetic resources; (7) Recreational resources; (8) Educational resources; (9) Research resources; (10) Other resources.

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continuous east-west streets are Madrona and Spring Streets.

5. The older part of the city was platted as a grid system with short, straight streets, and four-way intersections. Street width is generally adequate to carry local traffic volumes.

Newer streets are curved and looped, with cul-de-sacs.

6. The City has contracted with the County of Napa to provide local residents with transportation within the community and surrounding areas by the dial-a-ride system.

COMMUNITY NEEDS

1. A major need is a solution to the present traffic congestion on State Highway 29 through downtown St. Helena.

2. A related problem is the lack of adequate north-south routes within the city. At present the only improved route between most residential districts and St. Helena High School or other destinations south of Pope Street is Highway 29. The Silverado Trail is too far east to serve as an alternative route for local traffic, both now and in the future.

3. There is growing public interest in alternative transportation modes. Bicycles are becoming more common, and people who once took their cars even a short distance are beginning to walk. Many other people and others who do not drive a car would benefit from a more comprehensive system of public transportation.

continuous east-west spaces are defined and spring streams.

2. The upper part of the city was planned as a grid system with

short, straight streets, and the city's layout is

with its generally adjacent to every lower level volume.

These streets are curved and located with the city.

3. The city was constructed with the intent of being to provide

local residents with transportation within the community and

connecting areas to the city's system.

transportation

4. A water main is a collection of the water for the city's

on the main line is the city's main line.

5. A water main is the line of water supply to the city.

6. The city's water supply is the city's water supply.

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15. The city's water supply is the city's water supply.

POLICIES AND PROPOSALS

1. The General Plan provides alternative north-south access for local traffic, both east and west of Highway 29 by means of increased utilization of Oak Street and of Railroad Avenue and Church Street. Access to and across Highway 29 within the central business district will be improved by the construction of an additional traffic light at Mitchell Drive and/or Pope Street. The Plan provides for the construction of a bridge over Sulphur Creek in the Crane Avenue area. Additionally an east-west extension of Mitchell Drive is proposed.
2. The General Plan further provides for the improvement of the Silverado Trail as an alternate through route. The implementation of this part of the plan will depend on county and state action to improve the accessibility of the Silverado Trail in the lower valley and to make improvements in roadway width and alignment.
3. To help alleviate congestion on Highway 29 traffic control devices within the existing right-of-way and minor adjustments in the right-of-way will be encouraged. Traffic hazards will be reduced by providing left-turn refuge lanes and improved signing and access control.
4. An alternative to the solution indicated in the General Plan is a bypass route for through traffic, located on an alignment east of Highway 29, from near Rutherford to Deer Park Road. Such a bypass would carry fast-moving traffic through what is now prime vineyard land, with a consequent impact on the

1. The General. The proposed alignment for the north-south section of the road, from east end of Highway 15 to west end of Highway 16, is shown in the attached map. The road is to be a two-lane road, 20 feet wide, with 10 feet shoulders. The road is to be constructed of concrete. The road is to be constructed in two sections. The first section is from the east end of Highway 15 to the intersection of Highway 15 and Highway 16. The second section is from the intersection of Highway 15 and Highway 16 to the west end of Highway 16. The road is to be constructed in two sections. The first section is from the east end of Highway 15 to the intersection of Highway 15 and Highway 16. The second section is from the intersection of Highway 15 and Highway 16 to the west end of Highway 16.

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environment. Winery-bound tourist traffic would still be expected to use the "old highway", and the narrow valley would be left with three major north-south routes. For these reasons, the General Plan rejects the bypassing of traffic by the construction of a new roadway.

5. In reviewing new subdivision plats and planned unit developments, the Planning Commission will encourage the provision of bikeways and footpaths separate from the street system. The City will further seek opportunities to provide these facilities as a part of its open space plan, as described in the Environmental Resource Element of the General Plan.

STANDARDS

Standards for the design of streets and other circulation facilities are described in this section of the General Plan and in the City's subdivision and other regulating ordinances and resolutions.

1. Short minor or local streets will have a minimum right-of-way width of 56 feet and a roadway width of 36 feet.
2. Continuous major streets and collector streets will have a minimum right-of-way of 60 feet and a roadway width of 40 feet.
3. Major arterial streets will have a minimum right-of-way of 84 feet and a roadway width of 64 feet.
4. Sidewalks including curb at least 4.5 feet wide will be constructed within the street right-of-way of new subdivisions.

confliction, which would result in the road being in a position
to use the "left highway", and the right-hand side would be left
with three or four narrow lanes, for these reasons, the
Council has rejected the proposal of the Committee for the construction
of a new highway.

It is considered that the proposed plan, and related with develop-
ment, the Planning Committee will encourage the provision of
changes and facilities necessary for the future of the area. The
City will for the time being be required to provide these facilities
as a part of the plan which is submitted to the Council for approval.
The Council has decided to accept the plan.

STANDARD

Standards for the design of streets and other thoroughfares (including
the provision of the various facilities for the use of the City's
transportation and other regulatory measures and regulations).

1. Streets which are used for traffic will have a minimum width of 20 feet,
width of 15 feet and a roadway width of 12 feet.

2. Streets which are used for traffic and which are used for parking will have a
minimum width of 20 feet and a roadway width of 15 feet.

3. Streets which are used for traffic will have a minimum width of 20 feet,
width of 15 feet and a roadway width of 12 feet.

4. Streets which are used for traffic and which are used for parking will have a
minimum width of 20 feet and a roadway width of 15 feet.

5. Streets which are used for traffic and which are used for parking will have a
minimum width of 20 feet and a roadway width of 15 feet.

CLASSIFICATION OF STREETS

- THOROUGHFARE: A thoroughfare is a street of major importance with four (4) or more lanes (present or future) which provides for the expeditious movement of large volumes of through traffic between areas and through or to a city. It may have full or partial control of access, and intersections may or may not be at grade.
- ARTERIAL: An arterial provides for through traffic movement between areas and across or to a city with intersections at grade and direct access to abutting property subject to necessary control of entrances, exits, and curb use. Arterials generally connect to thoroughfares or other arterials.
- SCENIC PARKWAY: An arterial, having four travel lanes generally divided by a wide median strip, serving recreationally-oriented traffic.
- COLLECTOR STREET: A collector street provides for traffic movement between arterials and land service streets and for access to abutting properties. It includes, but is not limited to, the principal entrance streets of residential developments and streets for circulation of traffic within such developments. A street which serves fifty (50) or more dwelling units or lots shall be deemed to be a collector street except as provided in "Thoroughfare", "Arterial", and "Scenic Parkway".
- LAND SERVICE STREET: A land service street is a street primarily for access to residential, business, industrial, or other abutting property. It usually connects to a collector or arterial street. A street which serves forty-nine (49) or less dwelling units or lots shall be deemed to be a land service street.

FRONTAGE
STREET:

A frontage street is a street contiguous to and generally paralleling a thoroughfare or railroad and designed to intercept, collect, and distribute traffic desiring to cross, enter, or leave such facility and to furnish access to property which otherwise would be isolated as a result of controlled access features.

CUL-DE-SAC:

A cul-de-sac street is a dead-end land service street with provisions for turning movements at the end. A cul-de-sac street shall not serve more than sixteen (16) lots.

DEFINITION OF STREETS

1. Major Arterial

- a. That section of Silverado Trail that lies within the city limits.
- b. Main Street/Highway 29.

2. Collector

- a. Fulton Lane from Railroad Avenue to Main Street.
- b. Madrona Street from Main to Allyn Streets.
- c. Railroad Avenue.
- d. Oak Street from Madrona Street to Michell Drive.
- e. Allyn Street from Madrona to Spring Street.
- f. Hunt Avenue.
- g. Church Street.
- h. Pope Street including proposed new bridge.
- i. Spring Street.
- j. Crane Avenue including proposed new bridge.
- k. Proposed new street between Hunt Avenue and Pope Street.
- l. Mitchell Drive including proposed extension.
- m. Grayson Avenue.
- n. Sulphur Springs from Main Street to Crane Avenue.

3. Local

- a. All other streets in the City of St. Helena not designated are considered as local streets.

HOUSING ELEMENT

Section 65302 (c) of the Government Code requires cities and counties to include within their General Plan a "Housing Element,"

"to be developed pursuant to regulations established under Section 37041 of the Health and Safety Code, consisting of standards and plans for the improvement of housing and for the provision of adequate sites for housing. This element of the plan shall make adequate provision for the housing needs of all economic segments of the community."

The Housing Element of the St. Helena General Plan is organized under the following headings: (1) Findings; (2) Goals; (3) Policies; and (4) Program.

In its initial form the Housing Element is a beginning step in a continuing city program to improve the city's housing resources.

FINDINGS

1. St. Helena is the principal urban center in the Upper Napa Valley.
2. A major objective of the Napa County General Plan is the preservation of prime agricultural land in the Valley.
3. A policy of the Napa County General Plan is to concentrate housing in existing urban centers.
4. Most of the land outside the City of St. Helena is zoned

Section 2105 (a) of the Government Code requires that the

Commission on the Status of the Nation shall submit a report

thereon.

"The Commission shall submit a report to the Legislature
not later than 1985 on the status of the Nation and shall
recommend to the Legislature and the Governor the steps
that should be taken to improve the status of the Nation.
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(b) The Commission shall submit a report to the Legislature

not later than 1985 on the status of the Nation and shall

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(c) The Commission shall submit a report to the Legislature

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(d) The Commission shall submit a report to the Legislature

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for agricultural use and protected from urban encroachment by county zoning regulations except for commercial uses north and south of St. Helena along Highway 29.

5. Reducing the supply of land available for urban uses increases its value and increases the cost of housing.

6. Many families who live or desire to live in St. Helena are workers who have low and moderate incomes.

7. The City of St. Helena had 1,153 dwelling units in 1960 and 1,320 in 1970, or an increase of 167 dwelling units.

Building permit records since 1970 indicate that St. Helena had approximately 1,500 dwelling units at the end of 1973.

8. The 1970 Census reported that 587 dwelling units were built before 1940, 397 dwelling units were built between 1940 and 1960, and 336 dwelling units were built since 1960.

9. The median value of owner-occupied single-family dwellings in St. Helena in 1970 was \$22,256. (Half the houses cost less, half more.) This compares with \$21,100 in Napa County, \$20,882 in the City of Napa, and \$19,409 in Calistoga.

10. The median monthly rent paid for nonowner-occupied dwelling units in St. Helena in 1970 was \$84.00. This compares with \$101.00 in Napa County, \$114.00 in the City of Napa and \$69.00 in Calistoga. A total of 309 dwelling units rented for \$100 to \$150, and 20 rented for more than \$150.

11. The Napa County Comprehensive Health Planning Council has

identified a shortage of rental and for-sale housing for low- and moderate-income families generally in the county. The shortage is especially apparent for large families and senior citizens.

12. The City of St. Helena has cooperated in a limited program of self-help housing under which eligible low-income families have low-interest financing through Farmer's Home Administration. Programs of this kind meet part of the demand for eligible families.

13. There is a present and continuing demand for low-income and moderate-income housing in the Upper Valley that is not met by current programs. The extent of this demand needs to be further identified as part of an ongoing public responsibility and to meet national housing objectives, as defined by Congress.

14. Small cities such as St. Helena do not qualify by themselves for many federal-aid programs. Federal aid is available to St. Helena mainly through programs administered at the county or regional level.

GOALS

1. The General Plan for St. Helena will promote a pattern of pleasant, safe residential neighborhoods, free of unnecessary traffic and conflicting uses of the land.

2. The General Plan will protect against the location of dwellings in areas unsuited to residential use because of flood hazard, excessive noise or air pollution, heavy traffic patterns,

identified a shortage of central and local housing for low-
and moderate-income families generally in the county. The
shortage is especially apparent for large families and families
with children.

17. The City of St. Helena has participated in a limited program
of self-help housing under which eligible low-income families
have the lowest financing through the city's own administration.
Programs of this kind are part of the County's efforts
to help.

18. There is a growing and continuing demand for low-income
and moderate-income housing in the State which is not met
by current programs. The amount of this demand tends to be
greater in certain areas than in others. The County's responsibility
to meet this demand is not only a matter of public responsibility
but also a matter of public policy, as reflected in the
State's policy to encourage local action to meet the need for low-
income housing. The County's responsibility is to provide the
funds for such local action programs. Federal aid is available
to St. Helena through the program administered by the
County or regional level.

GOALS

1. The General Plan for St. Helena will provide a picture of
present, past and projected population, size of population
growth and existing needs of the town.

2. The General Plan will provide a picture of the location of
existing and proposed residential development in the town of St. Helena
and the surrounding area, and the location of the town's
industrial and commercial areas.

or other adverse conditions.

3. The General Plan will provide opportunities for the construction of a range of housing-types: single-family detached dwellings, duplexes, multifamily dwellings, and mobile homes.

4. The General Plan will encourage, through suitable policies and programs, the availability of standard housing within the means of all families in the community.

5. The City will encourage the rehabilitation of older dwellings that can meet minimum health and safety standards.

6. The City will take steps to eliminate housing units that cannot meet minimum health and safety standards.

POLICY

1. St. Helena will share in the public responsibility to improve the supply of housing generally in Napa County and specifically within the urban areas of the county, as provided in the Napa County General Plan.

PROGRAM

1. The City of St. Helena will actively cooperate with the proposed Napa County Housing Authority currently under consideration, and other local and regional agencies to improve the supply of housing.

1. The General Plan will provide opportunities for the con-

struction of a range of housing types; including detached

detached, semi-detached, terraced, and mobile homes.

2. The General Plan will encourage, through suitable policies

and measures, the construction of standard housing at the

same or all facilities in the community.

3. The City will encourage the participation of other agencies

that can meet housing needs and policy objectives.

4. The City will take steps to eliminate housing units that

do not meet minimum health and safety standards.

GOALS

1. The City will strive to the public responsibility to improve

the quality of housing generally in the City and specifically

within the urban areas of the County, as provided in the

County General Plan.

THE CITY

1. The City of St. Helena will actively cooperate with the

County General Plan and County Authority to improve the

and other areas and regional agencies to improve the quality of

housing.

2. The Planning Commission of the City of St. Helena will be charged with recommending to the City Council a housing program, to include:

- a) A statement of housing needs in St. Helena.
- b) A statement of short-term and long-term objectives, indicating specific objectives to be accomplished, a time schedule for their accomplishment, and an identification of the responsible agency.

3. The Planning Commission will present an annual report to the City Council concerning housing needs and objectives and a determination of progress in the improvement of the housing supply, demand and quality in St. Helena.

4. The Housing Element of the St. Helena General Plan, and subsequent revisions as may be made from time to time, will be submitted to the State Department of Housing and Community Development for review to insure compliance with state law and to be included as part of the State Housing Element.

2. The Planning Commission of the City of St. Helena will be charged with responsibility to the City Council & Planning Commission to include:

- a) A statement of findings on the St. Helena;
- b) A statement of short-term and long-term objectives;
- c) A statement of the objectives to be accomplished;
- d) A statement of the objectives to be accomplished;
- e) A statement of the objectives to be accomplished.

3. The Planning Commission will present an annual report to the City Council regarding planning work and objectives and a statement of progress in the development of the planning policy, design and quality in St. Helena.

4. The Planning Commission of the St. Helena Council Plan, and subsequent resolutions as may be made from time to time, will be submitted to the State Department of Planning and Community Development for review to insure compliance with state law and to be included as part of the State Planning Element.

SAFETY ELEMENT

Section 65302.1 of the Government Code requires cities and counties to include in their General Plan a "Safety Element," for the protection of the community from fires and geologic hazards including features necessary for such protection as evacuation routes, peak load water supply requirements, minimum road widths, clearances around structures, and geologic hazard mapping in areas of known geologic hazard.

FIRE PROTECTION

Existing Conditions

St. Helena has a Class 2 Fire Rating in the downtown area and a Class 5 Fire Rating in the rest of the city. The ratings are established by the American Insurance Association (National Board of Fire Underwriters), based on an evaluation of fire defenses and physical conditions in each municipality. The rating is based on a scale from Class 1 (high) to Class 10 (low).

The city has a single fire station located in the City Hall, with access directly onto Pine Street, one-half block from Main Street (Highway 29). No additional stations will be added in the foreseeable future.

The fire department has three pumper trucks. A new high-capacity pumper will be added in 1974.

St. Helena has a fully volunteer fire department. The city has mutual assistance arrangements with Napa County, Yountville, Calistoga, and the U.S. Forest Service.

Fire trucks are dispatched by the U. S. Forest Service dispatcher located at Railroad Avenue and Fulton Lane.

GEOLOGIC HAZARDS

There are no known geologic hazards of significance in the City of St. Helena.

Policies and Standards

1. The City will continue to take necessary action to maintain its present favorable fire ratings.
2. City Zoning regulations will require adequate space between buildings to avoid unnecessary fire risk and to facilitate fire fighting.
3. City subdivision regulations will require adequate street width and turning radii for fire trucks. The minimum radius of a cul-de-sac street turn-around will be 45 feet. (See street standards in the Circulation Element).
4. The City has and will maintain a civil defense plan setting forth procedures in emergency situations.
5. The City will prepare and keep up to date an inundation study with respect to all City owned dams both within and without the City limits.
6. The City will require developers to prepare geologic studies in connection with the development of any hillside properties.

The records are maintained by the U. S. Forest Service
Department located at National Avenue and Union Lane.

CONCERNING THE RECORDS

There are no other records of this nature in

the City of St. Helena.

Police and Fire

1. The City will continue to take necessary action to
maintain the present Sheriff's Office.

2. City Council members will require adequate space
between buildings to avoid unnecessary fire risk and to

facilitate fire fighting.

3. City members will continue with regular fire
department and report to the fire records. The fire

department of a city-owned fire department will be
at least. (The record records in the situation

Fire

4. The City will and will maintain a fire department
which will be necessary to maintain the fire

5. The City will require and keep in records of the
city records to all city records and other records

without the City records.

6. The City will require members to maintain records
which in connection with the records of any building

records.

7. Based on geologic studies, the conditions and requirements of subdivision maps and use permits will be adjusted to mitigate the effect of such geologic hazards that become known or suspected.

1. Based on scientific evidence, the conditions and requirements
of admission must and the results will be subject to review
the effect of such scientific evidence that have been as reported.

ENVIRONMENTAL RESOURCE ELEMENT

This General Plan element combines the Open Space, Conservation, Seismic Safety, Scenic Highway, and Noise elements, required in accordance with Sections 65302 (d through h) of the Government Code.

Combining these elements provides a comprehensive set of goals, policies, and guidelines for the preservation of open space and the conservation of natural resources in St. Helena.

This section of the St. Helena General Plan is coordinated with the Conservation and Open Space Element of the Napa County General Plan.

The Environmental Resource Element is organized under the following headings: (1) Conservation of Resources; (2) Open Space Plan; (3) Seismic Safety; (4) Scenic Highways; and (5) Noise.

CONSERVATION OF RESOURCES

"Guidelines for Local General Plans" defines conservation as "...the planned management, preparation and wise utilization of natural resources." As stated in the guidelines, the intent of the conservation section is "...to prevent the wasteful exploitation, destruction or neglect of these resources."

This section identifies the significant natural resources within the city and sets policies and standards for their protection and use.

The Council of the International Association of Management Development (IAM) is a non-profit organization that is dedicated to the advancement of management education and research. It was founded in 1964 and has since then become a leading international organization in the field of management education and research.

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INTERNATIONAL JOURNAL OF MANAGEMENT

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Resource Inventory

The following inventory of significant natural resources will serve as a check list of "environmental concerns." Developers and city officials will find the inventory useful in preparing or reviewing development proposals and in preparing Environmental Impact Reports.

Water Resources:

1. Source and availability. St. Helena obtains its water from surface sources and wells.

The primary source of city water is the Bell Canyon watershed, with storage impoundments at Bell Canyon Reservoir and a lower reservoir on York Creek. The city is presently developing an additional source from wells. A backup source is available through a connection with the City of Napa system. This connection is to a 12-inch pipeline to Rutherford, which draws water from Conn Reservoir in the eastern foothills of Napa Valley.

Municipal water consumption in St. Helena increased by about 20 percent between 1970 and 1972, from 1,070 acre-feet to 1,250 acre-feet. The present usable storage capacity from Bell Canyon watershed is 1,800 acre-feet. Increased storage capacity is needed to keep pace with increasing demand.

Local groundwater resources have been the subject of some study and require management to assure wise utilization. The U.S. Geological Survey (USGS) completed a study in 1973 that is the source of the following information on groundwater.¹

¹U.S. Geological Survey, Water Resources Division, Ground-water Hydrology of Northern Napa Valley, California, Water-Resources Investigations 13-73. November 1973.

The demand for groundwater for agriculture has increased significantly since 1967. Groundwater is used to provide frost protection for vineyards. Future groundwater withdrawals will depend in part on the length and severity of spring frosts and the amount of land used for vineyards. The City currently has a policy against providing City water for frost protection uses. The increasing use of groundwater is expected to cause two problems unless there is sound groundwater management. First, preliminary investigations indicate that groundwater levels decline significantly when withdrawal exceeds 24,000 acre-feet per year. Projections indicate the demand for groundwater withdrawal in the future will be in the range of 35,000 acre-feet per year. Second, if water levels decline enough to make the Napa River a major source of recharge to the alluvial aquifer, serious biological and nutrient contamination of the groundwater could occur if the water-quality conditions in the Napa River that were recorded in 1972 are maintained.

2. Flood control. St. Helena is located within the Napa County Flood Control and Water Conservation District. There are no man-made flood control projects within St. Helena other than some diking projects which have been undertaken by private individuals. The flood loss reduction technique being used by the City is flood plain management.

3. Water pollution. According to the USGS report cited previously, the Napa River is a "gaining stream;" that is, one that receives water rather than recharging subsurface aquifers. During years of limited rainfall, the river and its tributary streams flow intermittently. Controlled releases of water are made to downstream users from Lake Hennessey on Conn Creek. Measurements in 1972 indicated a significant part of the low flow of the Napa River is water discharged from municipal sewage treatment plant at Calistoga and St. Helena. This not only affects the water quality of the river but of nearby aquifers as well.

The chemical quality of Bell Canyon water, the City's source, is generally well within Public Health standards. Turbidity and color, however, are often above recommended limits. Bacteriological quality is kept within health requirements by chlorination.

The groundwater that occurs in the area fits one of the following categories, when water is described according to its chemical properties:

- a. Mixed cation bicarbonate water
- b. Sodium chloride water
- c. Magnesium bicarbonate water, and
- d. Sodium bicarbonate water.

According to the USGS study, the quality of most of the groundwater is adequate for domestic and stock use, even though excessive hardness is common. Sodium chloride water is generally

1. Water pollution. According to the 1952 report cited previously,

visually, the Upper River is a "glistening stream," that is, and

this sensitive water reflects the surrounding landscape and sky.

During years of limited rainfall, the river and its tributaries

attain the following: Ecologically, the river and its tributaries

serve to demonstrate some of the beauties of the South.

Measurement in 1952 indicated a significant part of the

flow of the Upper River is due to the melting of snow and ice.

Treatment plant at Cambridge and at Milton. This one only

collects the water surplus of the river but of course collects

as well.

The chemical quality of the water is poor, the City's water

is generally well within the public health standards. The water

is, however, not within the standards for drinking water.

Quality is poor in the lower reaches of the river.

The groundwater level is low in the area of the river.

category, some water is being used in the physical

processes:

1. Water used in domestic water
2. Water used in the water
3. Water used in the water
4. Water used in the water

According to the 1952 report, the quality of water of the river

is poor in the lower reaches of the river and even more so in the

lower reaches of the river. The water is being used in the

unsuitable for irrigation purposes because of high boron concentrations and relatively high SAR (sodium absorption ration) values.

4. Protection of watersheds. Additional study and planning is required to assure adequate protection of the Bell Canyon watershed. Available information indicates that the average run off is in the magnitude of 7,000 acre-feet per year. The existing capacity of Bell Canyon Reservoir is 1,800 acre-feet. The capacity of this reservoir can be increased by raising the dam level. The availability and utilization of this runoff needs to be determined. Likewise, protection and conservation of the animal life, plant life, and soil in the watershed needs to be studied. Protection of an adequate water supply requires that the City maintain its current policy against providing City water for agricultural use, and outside water connections.

5. Weather and Climate. The climate of St. Helena is characterized by warm, dry summers and cool, moist winters. Most of the annual precipitation occurs as rain that falls during the spring and winter months. The water resources of the basin are directly dependent upon precipitation.

Vegetative Resources:

Vineyards. A number of major vineyards lie within the City limits. The combination of climate, soil and water supply makes St. Helena, and the Upper Valley in general, a unique environment for growing quality wine grapes.

Trees. Part of the City's charm comes from numerous mature deciduous trees, particularly walnuts and oaks. These and other types of trees that grow in the City are primarily ornamental, providing a pleasing setting and shade from the summer sun.

Grasses. Various varieties of grasses grow within the City. Their environmental significance lies mainly in retarding storm runoff and providing amenity.

Wildlife and Fish:

Wildlife. The City is a habitat for a number of naturally occurring mammals, birds, amphibians, and reptiles. Typical mammals include gophers, rabbits, mice, rats, and moles, with occasional sightings of deer, raccoon, opossum, or skunk. Birds include blackbirds, woodpeckers, jays, magpies, starlings, sparrows, finches, quail, pigeons, and robins. Amphibians are limited to frogs and toads. Representative reptiles are an occasional garter snake, rattle snake, gopher snake, or lizard.

Fish. The Napa River, Sulphur Creek, and other streams are habitat for rainbow and steelhead trout. There is little annual

Vegetation. A number of major groups are within the dry forest. The composition of forests, both wet and dry, varies widely, and the degree of variation is largely a function of the degree of disturbance. The degree of disturbance is largely a function of the degree of disturbance.

Forest. Forest is the term used to describe the vegetation of the dry forest. The degree of disturbance is largely a function of the degree of disturbance. The degree of disturbance is largely a function of the degree of disturbance. The degree of disturbance is largely a function of the degree of disturbance.

Vegetation and Forest

Vegetation. The term vegetation is used to describe the vegetation of the dry forest. The degree of disturbance is largely a function of the degree of disturbance. The degree of disturbance is largely a function of the degree of disturbance. The degree of disturbance is largely a function of the degree of disturbance.

carryover of these fish due to the seasonal low flow of the river and tributary streams.

None of the local wildlife or fish are known to be endangered species.

Minerals:

There are no significant mineral deposits in the St. Helena area other than the gravel deposits that are mined from Sulpur Creek.

Soils and Erosion:

The soils in the City are generally silty sands, alluvial gravel and sand, sandy loam, and loamy clay. As indicated under Vegetative Resources, the local soils are particularly good for vineyards.

The ground in St. Helena is relatively flat, except for one small hillside area. There is no record of landslides.

In general, buildings in St. Helena are constructed with conventional spread footings.

Geologic Conditions:

The California Division of Mines and Geology describes surface materials in the St. Helena area as "recent alluvium." The depth of alluvium is likely to be in the range of 250 to 500 feet.

Other data from the Division of Mines and Geology indicates no known faults, volcanic hazards, subsidence potential, or significant mineral deposits.

University of Texas at Austin, Austin, Texas

Department of Zoology

Box 21, The University of Texas at Austin, Texas

1964

Dear Sir:

I am writing to you regarding the matter of the
loan of the book "The Biology of the Insect"

to you.

Very truly yours,

The book is in the library of the Department of Zoology, University of Texas at Austin.

It is a very good book and I hope you will find it useful.

I am sure you will find it very interesting.

I am sure you will find it very useful.

I am sure you will find it very interesting.

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Air quality:

The closest air quality monitoring station to St. Helena is the Bay Area Air Pollution Control District (BAAPCD) Station Napa-Jefferson. This station is approximately 14 miles south of St. Helena, and as a result, the correspondence between station readings and conditions at St. Helena is questionable. Air quality readings at this station indicate that the CO (carbon monoxide) and NO₂ (nitrogen dioxide) content of the air is well within required standards. The station also indicates that HC (hydrocarbons) and oxidants exceed standards. However, the high HC and oxidant levels are regional characteristics of the San Francisco Bay area. The basin-like topographic configuration of the Napa Valley makes it prone to the formation of inversion layers. This results in concentrating pollutants in the Valley's air basin at certain times. The main source of pollutants is automobiles.

Policies and Standards

1. The City will encourage and actively participate with other governmental agencies in an ongoing program for water resource management.
2. The City will implement improvements to the water, wastewater, and drainage systems as financial resources allow.
3. The City will encourage maximum separation between wells due to the hydrologic and geologic conditions that result in

rapid drawn down on subsurface aquifers.

4. The City intends to protect agriculture by guiding urban development to areas that are more suitable.

5. The City will actively participate in the conservation of healthy, existing trees and the replacement in kind of trees removed to facilitate urban development.

The City will encourage the planting of new trees in developments and along streets for beautification purposes.

rapid growth than an industrial agglomeration.

4. The City belongs to the urban region of the building

urban development in areas that are very suitable.

5. The City will actively participate in the economic

growth of the city, utilizing its own and the regional

to kind of urban growth in the future urban development.

The City will encourage the growth of new areas in

development and urban growth for industrialization and

growth.

6. The City will encourage the preparation and implementation of landscaping plans for all new development in order to provide visual amenity and reduce soil erosion.

7. The City will encourage the development of programs for flow augmentation in the Napa River and its tributaries during periods of low flow in order to enhance year round fish habitat and minimize stagnation and pollution.

8. The City will require grading plans for any proposed development in order to ascertain the stability and safety of cuts and fills.

9. The City will require adherence to the Uniform Building Code in order to minimize losses due to seismic conditions.

10. The City may request the Bay Area Air Pollution Control District to establish a monitoring station in or near St. Helena so that an accurate and up-to-date record of local air quality can be established and maintained.

OPEN SPACE PLAN

Section 65560 of the Government Code defines open space uses as follows:

- (1) Open space for the preservation of natural resources including, but not limited to, areas required for the preservation of plant and animal life, including habitat for fish and wildlife species; areas required for ecologic and other scientific study purposes; rivers, streams, bays and estuaries; and coastal beaches, lakeshores, banks of rivers and streams, and watershed lands.

- (2) Open space used for the managed production of resources, including but not limited to, forest lands, rangeland, agricultural lands and areas of economic importance for the production of food or fiber; areas required recharge of groundwater basins; bays, estuaries, marshes, rivers and streams which are important for the management of commercial fisheries; and areas containing major mineral deposits, including those in short supply.
- (3) Open space for outdoor recreation, including but not limited to, areas of outstanding scenic, historic and cultural value; areas particularly suited for park and recreation purposes, including access to lakeshores, beaches, and rivers and streams; and areas which serve as links between major recreation and open space reservations, including utility easements, banks of rivers and streams, trails, and scenic highway corridors.
- (4) Open space for public health and safety, including but not limited to, areas which require special management or regulation because of hazardous or special conditions such as earthquake fault zones, unstable soil areas, flood plains, watersheds, areas presenting high fire risks, areas required for the protection of water quality and water reservoirs and areas required for the protection and enhancement of air quality.

An additional use of open space is to control "urban form"-- the configuration of buildings on the land or the pattern of development. Section 65561 (b) of the Government Code refers to the benefits of Open Space planning that will "discourage noncontiguous development patterns which unnecessarily increase the cost of community services."

The pattern of open space is especially important in parts of the city that are closely built up. The spacing between homes and other buildings, and the amount of space given to streets and paths affect the liveability and character of the city.

This section of the General Plan is organized under the following headings: (1) Existing Conditions; (2) Goals; (3) Policies and Standards; and (4) Plans.

Existing Conditions

1. St. Helena is still largely open land. Of a total area of 2,836 acres, only 560 acres (about 20 percent) have been developed for urban uses.
2. About 400 acres of land are in the undetermined flood plain of the Napa River or Sulphur Creek.
3. About 2,300 acres are in agriculture or unused.
4. Most of the land around St. Helena is in the Agricultural Preserve.
5. Public open space owned and maintained for public use is limited to the school properties that are not used for active school purposes, Lyman Park, and the landscaped portions of Crane Park.
6. The Napa River provides an opportunity for joint city-county development of a recreation corridor along the river and the Silverado Trail. (See Scenic Highways Element).
7. Sulphur Creek and other minor tributary streams provide opportunities for open space corridors for paths and bikeways.

Goals

1. To protect prime agricultural land from unnecessary urban encroachment.
2. To protect natural areas required for the preservation of plant and animal life.
3. To provide for public recreation.

1. The balance is still largely open land. Of a total area of 1,500 acres, only 500 are (about 20 percent) have been developed for other uses.

2. About 400 acres of land are in the undeveloped flood plain of the River at Adams Creek.

3. About 1,000 acres are in agriculture or forest.

4. Most of the land around St. Helens is in the Agricultural Reserve.

5. While open areas around and extending into the hills are still in the Agricultural Reserve, the hills are not used for agriculture except in the valleys. Some of the hills are in the Agricultural Reserve, some in the Forest Reserve, and some in the National Park.

6. The hills are mostly in the Agricultural Reserve, but some are in the Forest Reserve. The hills are mostly in the Agricultural Reserve, but some are in the Forest Reserve.

7. Higher hills and other areas are in the Agricultural Reserve, but some are in the Forest Reserve. The hills are mostly in the Agricultural Reserve, but some are in the Forest Reserve.

8. The hills are mostly in the Agricultural Reserve, but some are in the Forest Reserve. The hills are mostly in the Agricultural Reserve, but some are in the Forest Reserve.

9. The hills are mostly in the Agricultural Reserve, but some are in the Forest Reserve. The hills are mostly in the Agricultural Reserve, but some are in the Forest Reserve.

4. To protect public health and safety.
5. To promote orderly urban growth in patterns that help to minimize the cost of public services, streets, and utilities.

Policies and Standards

1. The City will not approve rezoning for urban uses in areas designated in the General Plan Map for agricultural use. In the foreseeable future, or until other areas of the City have been substantially built up, the City will not approve rezoning for urban uses in areas designated in the General Plan Map as "Urban Reserve".
2. The City will protect wildlife habitat by maintaining stream--banks in their natural condition, by preserving trees and ground covers, and by discouraging urban expansion into natural areas.
3. When new subdivisions are developed, the City will require the developer to dedicate land for park and recreation purposes, or pay a fee in lieu of such a dedication, in an amount that bears a reasonable relationship to the need for park land by future residents of the subdivision. The City will accept the dedication of park land only when its location and condition is suitable for park purposes. Otherwise, the City will require in-lieu payment and will seek to acquire other land for park purposes in a location reasonably accessible to the residents of the area.

4. In general public health and safety.

5. In general public health and safety in relation to the use of public services, property, and facilities.

Police and Security

1. The City will not require any person to reside in a house designated in the General Plan for agricultural use, or the use of any other land use, or any other use of the City, except as authorized by the City Council. The City will not require any person to reside in a house designated in the General Plan for agricultural use, or the use of any other land use, or any other use of the City, except as authorized by the City Council.

General.

2. The City will not require any person to reside in a house designated in the General Plan for agricultural use, or the use of any other land use, or any other use of the City, except as authorized by the City Council. The City will not require any person to reside in a house designated in the General Plan for agricultural use, or the use of any other land use, or any other use of the City, except as authorized by the City Council.

3. When the City Council determines that it is in the public interest to do so, the City will not require any person to reside in a house designated in the General Plan for agricultural use, or the use of any other land use, or any other use of the City, except as authorized by the City Council.

4. The City will not require any person to reside in a house designated in the General Plan for agricultural use, or the use of any other land use, or any other use of the City, except as authorized by the City Council.

5. The City will not require any person to reside in a house designated in the General Plan for agricultural use, or the use of any other land use, or any other use of the City, except as authorized by the City Council.

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8. The City will not require any person to reside in a house designated in the General Plan for agricultural use, or the use of any other land use, or any other use of the City, except as authorized by the City Council.

9. The City will not require any person to reside in a house designated in the General Plan for agricultural use, or the use of any other land use, or any other use of the City, except as authorized by the City Council.

10. The City will not require any person to reside in a house designated in the General Plan for agricultural use, or the use of any other land use, or any other use of the City, except as authorized by the City Council.

of the City.

4. In order to make available more open space in residential areas, the City will discourage the planning and development of larger tracts of land as a single unit.

The yard requirements in the City zoning ordinance may be varied to allow for the provision of common open space for active and passive recreation and for pedestrian and bicycle paths. Standards for the provision of open space will be established in the zoning regulations for planned unit development.

5. The minimum lot size in the City zoning ordinance for single and multi-family dwellings will be maintained at standards to provide adequate yard space in residential areas.

6. In reviewing future proposals for new school sites and other public uses, the City will require ample setbacks for buildings and other facilities to allow for landscaping and to avoid possible conflicts with nearby residential development.

7. As opportunities arise, the City will promote a system of separate pedestrian ways connecting residential neighborhoods with parks, schools, and other destinations. The design of these linkages will be the joint responsibility of the City and private developers as the land is subdivided.

8. In general, the City will not permit the development of properties for urban uses in areas that are subject to flooding.

4. In order to make available more space in central

business areas, the City will encourage the planning and

development of higher levels of land use in these areas.

The past requirements in the City zoning ordinance may

be needed to allow for the conversion of some space

for office and business development and the conversion and

historic areas. Therefore, the City will encourage the

City to be included in the zoning ordinance for planning

and development.

5. The City will also in the City zoning ordinance for

planning and development will be included as

standards to provide adequate space in residential

areas.

6. In providing future guidance for the City and

other public areas, the City will require adequate

for planning and other facilities in a plan for planning

and to provide guidance for the City and

development.

7. As a condition of sale, the City will provide a

to provide guidance for the City and

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to provide guidance for the City and

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Plans

1. Areas of the City intended for permanent open space are to be indicated on the General Plan Map.
2. Zoning regulations designed to maintain open space are to be contained in the City of St. Helena Zoning Ordinance.

SEISMIC SAFETY

Section 65302(f) of the Government Code requires cities and counties to include within their General Plan's,

"an identification and appraisal of seismic hazards such as susceptibility to surface ruptures from faulting, to ground shaking, to ground failures, or to the effects of seismically induced waves..."

The General Plan shall also include

"an appraisal of mudslides, landslides, and slope stability as necessary geologic hazards that must be considered simultaneously with other hazards such as possible surface ruptures from faulting, ground shaking, ground failure and seismically induced waves".

Earthquakes are classified according to "intensity" and "magnitude". Intensity is characterized by earthquake effects, such as destruction and perception, and as a result is a qualitative measure. The scale in common use for describing earthquake intensity is the Modified Mercalli Earthquake Intensity Scale. Magnitude is an instrumentally measured quantity related to the total energy released during the

1. A series of five articles for the purpose of...

and to be published in the General Plan...

2. The following regulations proposed to be...

and to be published in the Plan of...

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"The following regulations and proposals of...

The General Plan shall be...

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earthquake. The scale in common use for describing earthquake magnitude is the Gutenberg-Richter Scale.

This section of the St. Helena General Plan is organized under the headings: (1) Existing Conditions and (2) Policies and Standards.

Existing Conditions

1. There is no present evidence of any active geologic fault in the floor of the Napa Valley. The nearest mapped fault is the Healdsburg Fault, some 15 miles west of Santa Rosa. There has been recent information concerning minor faults to the immediate north and south of the City of St. Helena. There has been no information concerning any fault within the City of St. Helena.

2. St. Helena can expect low-frequency waves from a severe earthquake with its epicenter in the Bay Area.

3. Historical data indicates that St. Helena has not experienced significant damage from any major earthquake. The Santa Rosa earthquake in 1969, with a magnitude of 5.7 on the Richter Scale, and a corresponding intensity of VII to VIII on the Modified

Mercalli Scale, caused no damage in St. Helena. According to the "Preliminary Map of Maximum Expectable Earthquake Intensity in California," published in 1973 by the California Division of Mines and Geology, the maximum expectable earthquake intensity is a rating of VII to VIII, which is the same as for the Santa

eastward. The well is known for its excellent water.

regards to the surrounding water.

This section of the St. John's River is situated under

the bridge. It is situated between the bridge and

the river.

Water Quality

1. There is no present evidence of any water quality

in the State of the River. The water is very pure in the

State of the River, and it is very pure in the State

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Rosa quake.

4. Schools in St. Helena comply with the earthquake standards of the Field Act.

Policies and Standards

1. The City has adopted the Uniform Building Code, 1970 edition, which contains building requirements and standards that will minimize the damage potential to new construction.

2. The County of Napa is currently developing additional information with regard to seismic safety. The St. Helena General Plan will be modified as the additional information becomes available.

SCENIC HIGHWAYS

Section 65302(h) of the Government Code requires cities and counties to include in their General Plan a Scenic Highway Element,

"for the development, establishment, and protection of scenic highways pursuant to the provisions of Article 2.5 of the Streets and Highways Code."

This plan element is the initial step toward the preparation of scenic corridor plans by appropriate local and state agencies

and the designation of "official scenic highways" by the State Scenic Highway Advisory Committee on application of local jurisdictions.

Existing Conditions

1. Roads and highways having significant scenic value through and around St. Helena are.

- (a) Sections of Highway 29
- (b) Silverado Trail
- (c) Spring Mountain Road

2. None of the roads and highways in Napa County have been included in the State Master Plan for Scenic Highways.

3. The fine row of old trees on either side of Highway 29 on the north end of St. Helena is a feature of unusual scenic and historic value.

4. The location of the Silverado Trail adjacent to the Napa River provides an opportunity for parkway development of the corridor.

Policies and Standards

1. The City will cooperate with Napa County and the State Highway Division as appropriate in studies and plans for the protection of scenic values along Napa County roads and highways.

2. The City zoning ordinance will require building setbacks and landscaping and will set standards for the size, location, and design of signs along major streets and highways through the city. (See Land Use Element)

and the Department of "Controlled" highways by the State
Public Highway Commission on application of local
authorities.

Controlled Highways

1. Road and highway having a significant scenic value through
out and around the State are

- (a) Section of Highway 10
- (b) Highway 101
- (c) Highway 102

2. Some of the roads and highways in the State have been
included in the State system for scenic highways.

3. The line of the road or other line of highway is
the road and of the State is a feature of scenic value and
scenic value.

4. The location of the Highway 101 adjacent to the State
road provides an opportunity for scenic development of the
road.

Public and Private

1. The City will cooperate with the County and the State
highway commission in application of scenic value and high-
way.

2. The City working in cooperation with the County and the State
and participating with the State in the development of scenic
value and scenic value and scenic value and scenic value
the City, the State and the County.

3. In considering zoning requests and the approval of new subdivision plats, the city planning commission and city council will seek to protect and enhance roadside views and vistas.

NOISE

Section 65302 (g) of the Government Code requires cities and counties to include within their General Plan a Noise Element, expressed,

"in quantitative, numerical terms, showing contours of present and projected noise levels associated with all existing and proposed major transportation elements. These include but are not limited to the following:

- (1) Highways and freeways
- (2) Ground rapid transit systems
- (3) Ground facilities associated with all airports operating under a permit from the State Department of Aeronautics.

These noise contours may be expressed in any standard acoustical scale which includes both the magnitude to noise and frequency of its occurrence. The recommended scale is sound level A, as measured with A-weighting network of a standard sound level meter, with corrections added for the time duration per event and the total number of events per 24-hour period.

Noise contours shall be shown in minimum increments of five decibels and shall be continued down to 65 dBA. For regions involving hospitals, rest homes, long-term medical or mental care, or outdoor recreational areas, the contours shall be continued down to 45 dBA.

Conclusions regarding appropriate site or route selection alternatives or noise impact upon compatible land uses shall be included in the general plan.

The state, local, or private agency responsible for the construction or maintenance of such transportation facilities shall provide to the local agency producing the

It is recommended that the approval of new
proposals be given. The only proposed amendment and this
amendment will be subject to the same conditions as the
others.

Notes

Section 10(1) of the Companies Act requires that the
company be a body corporate and a legal entity.

The proposed amendment is a technical amendment and
does not affect the substance of the provisions. It is
recommended that the amendment be approved.

(1) Proposed amendment

(2) Proposed amendment

(3) Proposed amendment

The proposed amendment is a technical amendment and
does not affect the substance of the provisions. It is
recommended that the amendment be approved.

The proposed amendment is a technical amendment and
does not affect the substance of the provisions. It is
recommended that the amendment be approved.

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does not affect the substance of the provisions. It is
recommended that the amendment be approved.

The proposed amendment is a technical amendment and
does not affect the substance of the provisions. It is
recommended that the amendment be approved.

general plan, a statement of the present and projected noise levels of the facility, and any information that was used in the development of such levels."

This section of the General Plan is organized under the headings of: (1) Existing Conditions and (2) Policies and Standards.

Existing Conditions

1. The principal source of transportation-related noise in St. Helena is vehicle traffic on Highway 29. Noise levels at the edge of the right-of-way are in the range of 65-75 decibels (dBA). The principal residential areas affected are north of Pine Street. The Silverado Trail carries fewer vehicles and little truck traffic and the adjacent land is sparsely developed.
2. The railroad is a source of loud intermittent noise, in the range of 80-90 decibels (dBA).
3. A significant source of noise not related to transportation is from wind machines that are used to protect the vineyards against frost and the pumps and other machinery used in vineyard operations. For the most part they are not located in populated areas of the city.

Policies and Standards

1. City Ordinance No. 305 prohibits any noise which disturbs the public peace.
2. The city will consider the environmental impact of transportation-related noise and other noise sources in the review and approval of subdivision plats and requests for changes in the zoning ordinance.

General plan, a statement of the present and projected
state levels of the facility, and any information that
may be used in the development of such levels.

This section of the General Plan is organized under the head-
ings of (1) Existing Conditions and (2) Policies and
Standards.

Existing Conditions

1. The geographic location of the proposed project is in
the vicinity of the intersection of Highway 101 and Highway 102.
at the edge of the city limits. The project is situated on
approximately 100 acres. The project will consist of a
new building and parking lot. The project is situated on
approximately 100 acres.

2. The project is a new building and parking lot, in
the vicinity of the intersection of Highway 101 and Highway 102.

3. A significant number of acres are related to the project.
This is the land which is being used for the project.
The project is situated on approximately 100 acres.
in the vicinity of the intersection of Highway 101 and Highway 102.
is proposed area of the city.

Policies and Standards

1. City Ordinance No. 101 prohibits any other than the
the public use.

2. The city will consider the environmental impact of
the project. The project is situated on approximately 100 acres.
in the vicinity of the intersection of Highway 101 and Highway 102.
is proposed area of the city.

3. In general, the city will not approve new residential subdivisions immediately adjacent to a street or highway if L_{10} noise levels at the property line exceed 55 decibels on the A Scale (dBA). (L_{10} is the noise level that is exceeded 10 percent of the time.)

4. In general, the city will not approve the location of any new street or highway through a residential area if the L_{10} noise level at the edge of the right-of-way is projected to exceed 55 decibels on the A Scale (dBA).

5. Information describing present and projected noise levels on state highways and county roads through and adjacent to St. Helena will be kept on file in the City Hall for use by the general public.

general plan, a statement of the present and projected
needs of the facility, and any information that
was used in the development of such plans.

This section of the General Plan is organized under the head-
ings of: (1) Existing Conditions and (2) Policies and
Recommendations.

Existing Conditions

1. The principal source of transportation-related noise in
the County is vehicle traffic on Highway 52. Noise levels
at the edge of the right-of-way are in the range of 65-75
decibels (dBA). The principal residential areas affected are
north of Pine Street. The Riverside Trail carries some
vehicular and bicycle traffic and the adjacent land is
sparsely developed.

2. The railroad is a source of loud intermittent noise. In
the range of 80-90 decibels (dBA).

3. A significant source of noise not related to transpor-
tation is from wind machines that are used to protect the vine-
yards against frost and the pump and other machinery used
in viticultural operations. For the most part they are not located
in populated areas of the city.

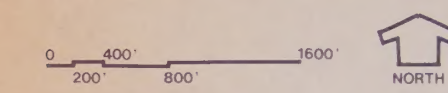
Policies and Recommendations

1. City Ordinance No. 275 prohibits any noise which exceeds
the public peace.

2. The city will consider the environmental impact of
transportation-related noise and other noise sources in the
review and approval of subdivision plans and requests for
changes in the zoning ordinance.

GENERAL PLAN MAP

ST. HELENA, CALIFORNIA



LEGEND

- AGRICULTURE
- URBAN RESERVE
- LOWER-DENSITY HOUSING
- HIGHER-DENSITY HOUSING
- NEIGHBORHOOD BUSINESS
- ROADSIDE BUSINESS
- CENTRAL BUSINESS
- INDUSTRY
- MAJOR ARTERIAL
- MINOR ARTERIAL OR COLLECTOR
- FLOOD PRONE AREA
- NO EXPANSION

CERTIFICATION

This is to certify that this map was adopted as a part of the comprehensive, long-term GENERAL PLAN for the CITY OF ST. HELENA, CALIFORNIA pursuant to Chapter 3, Title 7 of the Government Code, the planning and zoning law of the State of California.

By Planning Commission on February 18, 1975

W. Scott Snowden, Chairman W. Scott Snowden, Acting Secretary
Attest: _____

By City Council on April 8, 1975 (Resolution #1134)

Greta Erickson, Mayor Darlynn Reed, City Clerk
Attest: _____

AMENDMENTS

CYCLE	BY	DATE	RESOLUTION
1-76	PLANNING COMMISSION	5-18-76	
	Richard Wilkins, Chairman	Attest: _____	1975 Resolution # _____
	City Council	8-24-76	NO. 127
	Lowell Smith, Mayor	Attest: _____	Lyndale Denton, City Clerk
2-76	PLANNING COMMISSION	12-7-76	
	Richard Wilkins, Chairman	Attest: _____	1976 Resolution # _____
	City Council	2-14-77	NO. 237
	Lowell Smith, Mayor	Attest: _____	Lyndale Denton, City Clerk
3-77	PLANNING COMMISSION	3-1-77	
	Paul Peterson, Chairman	Attest: _____	1977 Resolution # _____
	City Council	4-12-77	NO. 1200
	Lowell Smith, Mayor	Attest: _____	Lyndale Denton, City Clerk



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U.C. BERKELEY LIBRARIES



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